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3. In an action against a railroad company for injuries for being struck by a locomotive while plaintiff was walking on the track, evidence held to show plaintiff guilty of contributory negligence.

HARRISON v. THOMAS.

January 12, 1905.

[49 S. E. 485.]

TAX SALE—RIGHT TO DEED—NOTICE TO PERSON ENTITLED TO REDEEM.

1. Under Acts 1901-2, p. 779, c. 658 [Ann. Code 1904, p. 320], re-enacting Code 1887, sec. 655, providing that after the two years from sale of land for taxes allowed for redemption, the purchaser of the land not redeemed shall obtain from the clerk of court a deed, and amending it by providing that a deed shall not be made to any such purchaser till after he has given to the person in whose name the land stood at the time of the sale, and to certain other persons, four months' notice of his said purchase, and that the person entitled to redeem the land shall have the right to redeem it before expiration of the four months, though such time extend beyond the two years. The notice is not required to be given in a case where the two years for redemption had expired before the amendment came into effect.
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RICHMOND PASSENGER & POWER CO. v. STEGER.

January 12, 1905.

[49 S. E. 486.]

APPEAL—FINDINGS OF FACT.

1. The finding of the jury a to contributory negligence, depending on questions of fact as to which there is conflicting evidence, will not be disturbed on appeal.
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CHESAPEAKE & O. RY. CO. v. SMITH.

January 12, 1905.

[49 S. E. 487.]

CARRIERS—INJURIES TO PASSENGERS—ALIGHTING FROM CARS—WAYS TO STATION—CONTRIBUTORY NEGLIGENCE—ACTIONS—TRIAL—JURORS—BIAS.

1. Where members of a jury on their *voir dire* stated that they were friends of the plaintiff, and that he was their family physician, but that such relation would have no influence on their verdict, they were not disqualified on the ground of implied bias.

2. Plaintiff returned to his home at night. As the train approached plaintiff's station, the brakeman opened the door of the rear car, in which plaintiff was riding, and called the station, and plaintiff and the other passengers got off on the ground, not knowing that they were 80 yards from the depot. The night was dark, and plaintiff, after the train left, in walking along the unlighted track toward the depot, fell into an unguarded cattle guard, and was injured. Held, that the railway company was guilty of negligence.